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NARRATIVE
OF A
TRIP TO CANADA,

BY
HUGH BRYCE.

(A PAPER READ TO THE MEMBERS OF THE MOSS STREET BRANCH OF
THE PAISLEY YOUNG MEN'S CHRISTIAN ASSOCIATION, AT
THE APRIL AND MAY BUSINESS MEETINGS, 1881.)

PAISLEY:
J. & J. COOK, STEAM PRINTERS, 3 MOSS STREET.

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P R E F A C E .

ANTICIPATING that the members of two societies with which I am connected would desire an account of my journey to, and short sojourn in, Canada, I resolved when setting out on my trip to spare no pains to make such as accurate, interesting, and instructive, as possible. My Canadian friends very willingly assisted me in this self-imposed and agreeable task ; and by taking notes daily, and collecting statistics from authoritative sources, I have been enabled to produce the Narrative as it stands. Very little of it was written till the month of October of last year,—many things having occurred prior to that date which prevented me from progressing with it as I would have liked ; and, writing at that late period, I preferred to leave out many topics on which I had intended to speak, on account of the particulars not being fresh on my memory. A few corrections were too late in reaching me from Canada to be put right by the printers, and it will be observed that they are made by me in ink. Designed as the booklet is for distribution

amongst a select circle of friends and acquaintances, it will no doubt be all the more carefully read by them from their intimacy with the narrator. Its humble purpose will be served should those who peruse it find it successful in pleasantly whiling away a few hours, and in directing increased attention to that vast dominion to which Britain is united by the closest and warmest ties.

HUGH BRYCE.

16 HIGH STREET,
PAISLEY, *September, 1881.*

A TRIP TO CANADA.

CHAPTER I.

THE OCEAN PASSAGE.

SOMEWHERE about five or six years ago, I began to feel a desire to cross the Atlantic on a visit to my friends in Canada. As Time rolled on and the project became more feasible, this desire grew stronger, till in June, 1878, my health becoming rather feeble, and continuing so for several months, I was induced to ask my employer for permission to make the trip during the months of May and June of the following year, which was kindly granted.

Preparations over, Wednesday, 7th May, 1879, found me on board the Allan Line steamer Manitoban, which at noon left Mavisbank Quay, Glasgow, under favourable weather, amid the cheers and waving of hats and handkerchiefs of the crowd of friends on shore,—several of whom had, but a minute or so before, shown their extreme sorrow at parting with those near and dear to them, whom they might, perhaps, never see upon earth again. There were only about forty passengers altogether on board,—in the cabin, two gentlemen and one lady; in the intermediate, six males, two females, and five children; and all the rest were in the steerage. The six males in the intermediate (myself amongst the number) were comfortably accommodated in one apartment containing eight bunks,—the two empty ones serving as receptacles for holding the clothes when retiring to rest for the night. All the chests marked “Wanted” were put into rooms near at

hand, and a good number of the passengers took advantage of this privilege. The ship having been newly painted, the smell and danger of being besmeared with the paint caused a little annoyance for the first day or so ; but the lamp-lighter was always willing to remove the stains from the clothing with his turpentine. Sailing leisurely, the Tail of the Bank was reached about 2.30, where the steamer remained till 5.45 to take in three lady passengers and a large cargo of sugar in barrels. The tug-boat on returning to Greenock carried away some hurriedly-written notes to friends,—this being the only stoppage made during the voyage. The operation of hoisting the barrels on board completed, the steamer was finally sent on its way. It had hardly come in sight of the Cumbrae Islands when we were informed that two stowaways had been discovered hiding amongst the coals. Both were young lads, and it was said they were brothers, though so far as I could see there was not much resemblance between them,—if the coal dust about their persons and clothes be not taken into consideration ! I heard that they were desirous of visiting Toronto, where a brother of theirs resided. While being taken before the captain, the order was given to lower one of the small-boats with the intention of putting them ashore on the Ayrshire coast. After fully half-an-hour's conversation with them, however, the captain altered his mind, and allowed the lads to work their passage out to Canada. Some money was handed to the younger lad by several of the seamen previous to this interview ; and when it was over, the boys, who were ordered to be fed immediately, walked smilingly below,—the elder one being overheard to say to the other very cutely, and with a significant wink, "*Mind the chuck !*" Parading the deck was kept up till the shades of evening fell, when the passengers went down to their quarters in the lower deck,—those belonging to the intermediate to listen to music

discoursed on the concertina by one of their number, and those in the steerage to enjoy a little singing.

Pathetic sounds emanating from a lady troubled with sea-sickness in an adjoining apartment were the first to greet my ears on awakening next morning, and, listening intently, I soon made out that she was not the only one affected by the heavy rolling of the ship. Before getting out of my bunk, I also became a victim to the painful complaint, and passed in this state a most miserable day,—at times being rendered so extremely weak as to make the mounting up on deck no easy task. Nearly all the passengers were sea-sick, and some of the ladies did not get thoroughly free from their illness for three days.

By Saturday morning, a happy change had taken place. The stormy weather of the two preceding days had vanished, and the passengers—now recovered from their sickness, and able to take their food well—were up on deck, enjoying the pleasant breeze, and endeavouring to be on terms of the closest intimacy with each other. I soon ascertained that the bulk of those on board were workers connected with the building trades—masons, joiners, labourers, &c.—hailing from different parts of Scotland, and bound for Canada on pure speculation, owing to the wretched state of trade at home. Two agriculturists—an old Canadian gentleman and a young Scotchman—were with us, on their way to Manitoba,—that portion of Canada so highly spoken of as a field for emigration, and which is considered to possess as rich a soil as is to be found in any part of the known world. A Yankee and another Canadian were also on board, both of whom had been on a visit to friends in Scotland. One of the joiners was a native of Paisley, and he and I kept close company throughout the voyage. From this (the third day out) till the steamer reached Newfoundland (four days later on), the weather was all that could be desired, and we had the satis-

faction of knowing, from the log-notices posted up for our benefit, that the Manitoban—steadily gliding over a comparatively calm sea—was increasing its speed every day. Life on board ship is always felt to be dreary and monotonous; but the passengers whiled away the time very socially and spiritedly in divers ways, such as—dancing, jumping, pitching, curling on deck, listening to music discoursed on the concertina and violin, playing at cards and draughts, unravelling puzzles, chatting, reading, and watching for ships in the distance. Several sails were descried, which, remaining in sight perhaps for hours, would rivet our attention till they were entirely lost to view,—so pleased were we, in our present isolated condition, to see anything indicating a connection with the busy world which we had but lately left. One can undoubtedly understand the assertion that a little more than two-thirds of the earth is water, and the remainder land, much more readily after gazing upon the boundless ocean for a few days, than by simply reading about the fact in an inland town. A religious service, which lasted fully half-an-hour, was conducted by the captain in the cabin saloon on Sunday, in the manner of the Episcopalians; but this style of worshipping did not please the passengers who attended the service, who would have preferred a short sermon—Scottish Presbyterian fashion. Some hymns were sung—"Rock of Ages" being one of them—which appeared to throw life into the proceedings. A collection was taken at the close on behalf of some Seamen's Orphan Fund. A novel sight was witnessed by us towards evening, when the whole of the crew congregated on the forecastle to answer to their names while they were being called out by the first mate, who directed each one to the small-boat which he was expected to manage in emergencies,—there being six of these small-boats on board. Although the intermediate passengers had no reason to complain of the food they were receiving, those in the steerage were not so fortu-

nate ; so they took occasion one day to state their grievance to the head steward, with a request that more time be given to take their meals, and the change afterwards made in both respects gave entire satisfaction. On the whole, the stewards did their work very well ; and this can also be said of all the other officials. Indeed, I was pleasantly surprised at the civility and good nature shown by a few of these men under very trying circumstances that happened to come within my notice. For two full days, we were enveloped more or less in the dense fog so continually prevailing at Newfoundland. At first, it was foggy and clear alternately ; but, during the whole of the second day, it was so hazy that we were not able to see farther than a mile on either side of the steamer, and occasionally not even half that distance. A writer in the *Leisure Hour* of May 22, 1856, states that the only rational explanation he ever had of the cause of the perpetual reign of these gloomy, piercing, and impenetrable mists, in this spot, is—"that the warm waters of the Gulf Stream here meet with the colder currents of the Polar regions, so that the evaporations of the former are condensed as they rise, and hang—on a surface of hundreds of miles—a watery and chilly cloud." From the time the steamer entered the waters of Newfoundland, the fog-whistle was kept sounding nearly every five minutes, and two men—dressed like Esquimaux—were stationed at the prow of the vessel, whose duty it was to give timely warning when any danger was in its course. Notwithstanding these precautions, while the densest fog prevailed, a large ship crossed the track of the Manitoban, in front,—only a few yards' stretch of water separating the two vessels ! During this rather alarming juncture, the captain sounded very frequently, and at each examination the depth of water was found to vary very much,—the greatest depth being 87 fathoms, and the least 22 fathoms ; and at these soundings fine amusement was afforded nearly all the passengers in

assisting the seamen to haul in the line. The cold weather made us keep more closely to our quarters below, where, on one of these misty nights, a concert was got up in the steerage quarters, to enliven our drooping spirits ; and it proved a great success. Our chairman showed himself to be the right man in the right place. He was called "The old doctor," and it was said he had been more than once to the Arctic regions, on board of whalers. Be that as it may, he was a jolly old fellow, a fluent speaker, a good singer, and had a kind word for every one. His opening remarks were exceedingly happy and appropriate, and from first to last he kept the company in the best of humour. For two hours, the hilarity was maintained. Several airs were played on the concertina in fine style ; the Paisley joiner, the "old doctor," and a few others, sang songs so well as to receive hearty *encores* ; our Yankee friend read, in a very creditable manner, the chapter from "Oliver Twist" bearing on the murder of Nancy ; and I gave two recitations,—“The Ruined Cottage” and “Rara Avis,” with the effect that I had to commit both pieces to manuscript for the benefit of two of my fellow-passengers, — the former having been much admired by the Yankee, and the latter—the humorous piece—by the young Scotch farmer. This gave me congenial employment for an hour or so.

On the morning after the concert (Friday, 16th), all the passengers rose earlier than usual, and were amply rewarded ; for, in the words of the late Sheriff Bell, “the scene was changed,”—and truly a happy change it was. Instead of the dismal, cold, foggy weather, the atmosphere was again beautifully clear, and the sun shone forth brightly with a degree of warmth ; so much so, that by nightfall our faces and ears were pretty well scorched. Land was sighted to the north, in the dim distance, about eleven o’clock in the forenoon. A large number of vessels passed on either side of the Manitoban throughout the course of

this day, and our pleasure was greatly intensified thereby. Two steamers, homeward bound—the Arthur Whyte and the Cybele (both said to belong to Glasgow)—were among them, and, as they were distant nearly a mile, they were spoken to by us by the aid of Captain Marryat's beautiful flag system of signalling. Bird Island—with the lighthouse on its top—was seen about 7 p.m. Early on Saturday morning, it was somewhat foggy; but it soon cleared up, and we had our first view of the Canadian soil to the south at 7.30 a.m. We had a near view of this side; but the bold, rugged mountains on the north side were scarcely discernible,—the River St. Lawrence being here so very broad. At its extreme commencement,—where it contracts its expanse from the character of a gulf,—the river is said to be 90 miles broad; but this breadth gradually diminishes till it becomes 24 miles, at which point the river character indisputably begins. The land to the south, or New Brunswick side, was woody and hilly at first; by-and-bye, however, it became somewhat flat, presenting a long stretch of uncultivated ground, and having fishermen's shanties and a few villages strewn here and there along the shore. Patches of snow were still visible on the hills. While partaking of breakfast that day, the chief steward informed us that one of the stowaways had died. This announcement took us all by surprise, and we were giving vent to our sorrow at the sad occurrence when the steward produced the dead body of the unfortunate stowaway—a foreign bird which had been captured while hopping on deck two days previously—for our inspection, and his sly joke evoked much laughter. About 7 p.m., another of the Allan Line steamers—the Peruvian, from Liverpool—passed us on her way to Quebec, and we interchanged signals. An effort had been made to have a parting concert to-night; but the project fell through in consequence of the weather, which was so fine as to entice many of the passengers to a stroll upon deck.

At four o'clock on Sunday morning (the eleventh day out), we reached Father Point, and stayed there half-an-hour while we took the gentleman on board who was commissioned to pilot the Manitoban through the dangers of that part of the St. Lawrence to Point Levi. This was another lovely morning, the air was bracing, and we noticed that the water in the river had a yellowish colour. Much the same scenery met our eyes as had been witnessed for the most part of the preceding day. Nearing our destination, many small wooded islands were passed before reaching that of Orleans. This island—said to be twenty-nine miles long, and possessing a few large villages—when seen by that intrepid French mariner, Jacques Cartier, in 1535, was first named the Isle of Bacchus, on account of the foliage of the trees being almost hidden from view by innumerable dark clusters of fast ripening grapes. It is now, however, nearly wholly cleared; and numerous pretty, flourishing farms, met our admiring gaze as the steamer glided by its side. About 5.30 p.m., when we had entered the basin-harbour of Quebec and were only a mile or so from our point of debarkation, a tow-boat came out to us with an order to lie at anchor till the Peruvian, which was stationed at the wharf, sailed across the river to Quebec. The Manitoban was thus stopped till 6.45; but, excepting that some of the passengers were afraid of losing the night train, we were all glad of this opportunity of leisurely surveying the splendid panorama which then lay before our eyes. To our right a nice-looking little village presented itself, near which the Fall of Montmorency—a cataract 246 feet high and 50 feet broad—ever and anon claimed our attention as it rolled its mass of water over with a loud noise and dashed its spray up in the air with great force to an astonishing height. Point Levi (or, as it is also called, South Quebec) stood on our left, to all appearance consisting of one street nearly four miles long; and the setting sun on that calm,

clear Sabbath evening, imparted a bright silvery light to the tin roofs as well as the windows of some of the houses, the strange exterior of which—some being red, many white, and a few blue and green in appearance—increased our delight and bewilderment : but these feelings were much intensified when we turned our eyes right in front on Quebec proper,—with its Plains of Abraham of historic fame ; with its frowning Cape Diamond, rising to a height of 350 feet (on the summit of which the citadel stands, and on and around which the city is built) ; and with its many important buildings and spacious harbour. This was indeed a rare sight, and one that I shall long remember.

On landing, all the passengers but myself—after a rough examination had been made of the whole of the luggage by the Custom-House officers—proceeded by that night's train to their various destinations. Free through tickets were readily obtained by the emigrants, as they were only asked their names and the places they desired to be taken to. There are two booking offices at the Point Levi Railway Station,—one for emigrants and the other for ordinary passengers. The emigrant can easily secure a free through ticket to any part of the interior of Canada, and, in whatever place he means to look for employment, he can be accommodated with bed and board in the Government Emigration Depot for forty-eight hours, and sometimes longer ; but if he does not succeed in the place he has selected, and wishes to be taken back by train or steamer, he is under the necessity of paying his fare. Before parting with my fellow-passengers, I learned that the old Canadian farmer had had his purse stolen from him on getting ashore, and that he did not recover it by the time the train left for Montreal. After telegraphing my safe arrival in "Fair Canada" to my brother and brother-in-law (both of whom then lived in the city of Hamilton, more than 500 miles distant), I put up in a French

hotel—the St. Louis—for the night. The landlord treated me with that marked politeness and obliging disposition so characteristic of the true Frenchman; and I heard to my great surprise ere retiring to bed on this quiet, beautiful Sabbath evening, that once popular song in Paisley, the refrain of which commences thus—

“ A starry night for a ramble
Out in a flowery dell,”

sung by one of his daughters in an exceedingly strong, clear, musical voice, and in a way that would certainly have done no discredit to a professional singer.

CHAPTER II.

A DAY IN QUEBEC—JOURNEY FROM POINT LEVI TO HAMILTON—DESCRIPTION OF HAMILTON.

NEXT morning, about nine o'clock, I crossed the river in the ferry-boat to Quebec. At first, I tried to do without a guide; but most of the people to whom I spoke were of French extraction, and knew little or no English. Having ascended the wooden stairs on the river side leading to the Plains of Abraham, I spent a short time viewing the surrounding scenery from my elevated standpoint, and vainly endeavouring to gain information. I afterwards wandered into a public building which I took to be the French Cathedral, but was not long in learning that it was used by the Roman Catholics as a monastery. It was a day seemingly set apart for visitors, and there were many young ladies waiting in the entrance hall to have interviews with the nuns when I entered. I had a short conversation with the Lady Superior—whose visage was concealed behind a long dark veil, her piercing black eyes only being discernible—through a small iron-barred window. On explaining the purport of my visit, she civilly informed me that strangers were only permitted to see the chapel and the garden belonging to the monastery, and that she would send one of the nuns to take me through them. While waiting on my female guide, what should I do but saunter into the visitors' room, where for a moment or so I observed a few of the nuns earnestly conversing with their friends. The nuns were in an apartment that was divided by a large iron lattice-work from the room in which the visitors were seated. Though the place had this prison-like appearance, and the tones of the

speakers were subdued, the nuns exhibited much cheerfulness ; but this may be accounted for by the delight felt by them in being privileged to see and chat with their friends. Immediately on leaving this room, I was taken to the chapel, which had no gallery, and would seat about two hundred persons. There were in it a large and small altar, fitted up with the customary embellishments ; some ornamental glass windows ; and a tablet erected to the memory of Montcalm, the French general. I left without seeing the garden ; and soon thereafter engaged an open carriage, with the driver as guide, to take me to the principal places of interest in the city. I was first driven to the French Cathedral (the oldest one in Quebec), where I saw many large pictures, nearly all of which were illustrative of Christ's Crucifixion. The centre of the three main altars was very large ; and, during the time I remained, two or three priests were teaching about forty lads dressed in blue suits (the coats being streaked with white at the back, and green bands being worn round the waist) the altar ceremonial, which made them look like soldiers on drill. The altars were all really magnificently adorned and imposing, and the place seemed capable of accommodating upwards of a thousand persons. I also visited the Seminary connected with this cathedral. The places afterwards seen were :—Durham Terrace, which is beautifully situated, and a great many summer-seats, mortars, and cannons, are placed on this commanding spot ; the Governor's Garden, where the Wolfe and Montcalm Monument—seventy feet high and erected in 1827—stands ; the building used as a Skating Rink, where 400 skaters can enjoy themselves safely to their heart's content ; the New Parliamentary Buildings for the Province, then under course of erection, of French design and employing French workmen ; the Citadel (being shown over it by one of the soldiers of the Dominion Regiment quartered there at the time), which

is exceedingly well fortified, and there is a chain gate in the narrow road leading to it,—the square inside of the citadel is of great extent, and, standing at various points overlooking the river, I obtained the best views of Lower Quebec and Point Levi that I had had or could wish for ; the house where the body of Richard Montgomery—an Irishman by birth, and one of the American generals who fought for the independence of the United States and harassed the British forces in Canada soon after the country became ours—was laid out previous to burial (used now as a shop) ; the Church of England Asylums for young female orphans and old women, as well as the Roman Catholic Asylum for male and female orphans ; the Jail, a huge building of the kind ; the Plains of Abraham, on which that important battle was fought in 1759 between the British and French forces which resulted in the British flag being hoisted on the citadel of Quebec and the government of Canada entrusted to us, and during which the two leaders—Wolfe and Montcalm—were killed ; the Four Round Towers on these plains, which have subterranean passages leading to the citadel ; Wolfe's Monument (enclosed within an iron palisade), about the same size as the Wolfe and Montcalm Monument, and erected on the spot where he fell ; the Grand Battery ; the Cholera Cemetery, where (I was informed by the guide) the bodies of those who died during the great plague more than twenty years ago were interred ; the Laval University, but although its collection of philosophical instruments (including those used in the science of astronomy) is admitted to be one of the largest on the continent, its library said to contain 40,000 volumes, and a museum of the birds of Canada and a collection of Indian remains and curiosities are attached to it, I did not stay long there, as the names were printed in the French Language ; the Palace of the Bishop of the French Cathedral ; the Custom House ; the Market Place ; and the

Rocky Precipice over which Montgomery, the general already referred to, fell on the 31st December, 1775. I paid a dollar and a-half (6s. 3d.) for the four hours' drive, and my guide was very civil and communicative. A funeral procession was passed as I was driven towards the ferry, and I noticed that the mourners wore their ordinary working dresses.

It is said that, when the lofty promontory on which the city rests was first beheld by the French sailors, they exclaimed—" *Quel bec!*" ("What a beak!") and thus gave rise to the name "Quebec." But another derivation has come to be generally accepted as the true one. The word *kebec* in the language of the native Indians signifies "a strait," and this expression might very properly have been applied to the river at this point, as it narrows here to something like a mile in breadth. Quebec is divided into an Upper and a Lower Town. The Upper Town includes the citadel and fortifications, with some of the important buildings; while the Lower Town is an aggregation of warehouses and shops or "stores" (as they are called), wharves, and other adjuncts of trade, with hundreds of dwellings for mechanics and labourers. It may be mentioned here that shipbuilding is one of the chief branches of industry, and, according to the *Toronto Globe*, the first steamship that crossed the Atlantic wholly under steam—the *Royal William*—was built at Quebec. The population is considerably greater in summer than in winter. At the height of the tourist season, it occasionally reaches 70,000. The people are nearly all French; the pavements are of wood; the houses and stores have a foreign and antique look; the streets are in general very narrow, and a few are so steep that driving from the higher points of the city to Lower Quebec is extremely dangerous.

On the same day, at 7.30 p.m., I left Point Levi by the train for Montreal. I had been advised by my Canadian friends to purchase my ocean ticket only

in Glasgow, and to get the ticket for Hamilton at Point Levi,—so that, they said, I might have my choice of an express train. But I found that a saving could have been made had I secured my through ticket in Glasgow. There are only first and second-class cars run on the Canadian railways ; and the Allan Line agents at home offered to give me a *third-class ticket*—which, of course, would have been as good as a *second-class ticket*—for about 6s. 10d. less than I had to pay at Point Levi. There were only two or three English-speaking persons in the car in which I was seated,—the others being French, who talked very glibly all the way,—so I did not feel at home amongst the passengers. To add to my discomfort, a Frenchman who had been imbibing far too freely sat near me, and for several hours created a terrible noise with his feet and tongue,—succeeding completely, as drunken men generally do, in making the rest miserable, and having to be rebuked three or four times for his unruly conduct by the ticket-collector. The train stopped an hour and a-half at Richmond, and arrived at its destination on Tuesday morning at 6.45. Perhaps it might be as well to relate a humorous incident that occurred at this juncture. Having fully two hours to wait in Montreal, and having plenty of provisions in my portmanteau, I hied to a tavern near at hand to refresh myself. On ordering a certain quantity of brandy, the landlady—as is the custom throughout America—placed a whole bottle of the liquor on the counter, and put a small tumbler beside it. I learned subsequently that one is at liberty to take as much from the bottle as he chooses ; but every time the tumbler is filled he is charged five cents. Seeing no seats about, I inquired if I could be accommodated with one for a few moments. The landlady knew very little English, and did not understand what I meant ; so, suddenly espying a table in a small room adjoining the bar, I moved towards it, and was soon snugly seated in this

secluded place devouring the food I had with me, to the no small surprise and amusement of the hostess. I was then ignorant of the fact that tavern-frequenters are obliged to gulp over the drink at the bar. Mastication over, I asked permission to wash my hands and face at the water-sink in the kitchen. Again she did not comprehend my question; and, when I imitated the act of washing the face, she rather took the breath from me by pointing to a barber's store on the opposite side of the street! However, by a little more gesticulating, she became aware of what I wanted, and granted the privilege without any hesitation,—placing the necessary articles beside me, and refusing to accept anything for the favour thus kindly bestowed. I left Montreal at 9 a.m., and the train arrived at Toronto at 11.30 p.m. There were three stoppages made to allow the passengers time to refresh themselves, — five minutes being given at two of the many small stations passed on the way, and a quarter of an hour on reaching Coburg—a town of some importance seventy miles or so distant from Toronto. I had only ten minutes to wait on a train for Hamilton, which was reached about 12.45, where I found my brother, sister, and brother-in-law, waiting to welcome me. The railway travelling had been extremely wearisome, and it was only in the cars from Toronto to Hamilton that I had had anything like a comfortable nap; so you may easily imagine how very needful I was of

“Tired Nature's sweet restorer, balmy Sleep!”

after our most friendly greetings had been exchanged. I accompanied my brother to his house; but we had so much to ask and to tell each other that it was nearly four o'clock in the morning ere I got to bed.

During one-half of my six weeks' stay in Hamilton, I was accommodated in my brother's house, and the other half in my brother-in-law's. The residences of my relatives were almost

diagonally situated, — the one standing in the south-east and the other in the north-west of the city, about twenty-five minutes' good walk apart. Everything was done by them to make my trip a thoroughly enjoyable one, and to assist me in gaining information on a great variety of subjects.

5/ The "Ambitious City" (as Hamilton is termed) is prettily situated at the western extremity of Lake Ontario, and at its back are the Burlington Heights,—table-land varying from 100 to 300 feet in height, and extending to the Niagara River, where it forms the famous Falls. Since 1841, there have been remarkable increases in the population of Hamilton. In that year, the population was 3500; in 1850, it had reached 10,312; in 1871, 26,716; and at present it is estimated at 32,000. The streets are laid off in straight lines the whole length and breadth of the city; and, unlike many of those in Paisley, each of these long streets has from beginning to end one name only. The principal buildings and most of the stores in the central streets are built of stone, but for private dwellings brick and wood are the materials in general use. The American red bricks are far superior to those in Scotland. They are much smaller and lighter. Seven courses are an inch and a-half higher than five of the Scotch ones. The lime is nearly as white as Irish lime; and the sand, which is very clean, is drawn from Burlington Beach, four or five miles down the lake from Hamilton. With the white lime and beach sand, very white mortar is made, and, when built with nicely-coloured brick, the buildings look exceedingly handsome. The beauty of their appearance is also very much increased by the green blinds, so fashionable all over Canada, which are narrower and shorter than, but have a close resemblance to, the Venetian blinds to be seen at home. There are hardly any brick partitions, stone stairs, or stone cornices, put up, as is the case with respect to our buildings.

Cornices on the outside of buildings, with very few exceptions, are made of wood, which is cut to the pattern that may be required by machinery. As a consequence, these buildings are erected a great deal quicker than ours; but for substantiality and durability they cannot, of course, stand any comparison with those in Scotland. The roofs of the buildings in Canada are rarely slated. Wooden "shingles," tin, and zinc, serve the same purpose; and the weather soon makes these "shingles" appear like slates. Chimney cans are hardly ever used; for, whatever the reason, a smoky chimney is seldom seen. Unless in the central part of the city, the pavements are all of wood; and by their side large trees are planted, a few yards apart, which afford fine protection from the burning heat of the sun during the summer months. The Town Council only grant a "string road"—that is, a plank, (on which pedestrians have to walk in Indian file)—in the outlying, scantily-populated places, till the dwellers there, becoming more numerous, apply to them for the benefit of the common "footpath," which admits of two or three abreast. The stone pavements in the busiest parts of the city are as wide as our own. Hamilton's citizens having mainly come from England, Scotland, and Ireland, the grocers' stores, dry-goods stores, (or, as we would say, "drapers' shops,") &c., have their windows decked out home-fashion. As families buy in flour in large quantities, and bake it themselves into loaves and several kinds of cakes, only pastry bakers are in demand in Canadian cities, and in their premises customers can have lunch. The barbers' stores belong mostly to French or "coloured" people. The negroes, I may here remark, generally prefer light work, and obtain employment as waiters, cooks, whitewashers, and barbers. The prices in the barbers' stores in Canada are much higher than they are at home:—
For hair-cutting, 25 cents; for shaving, 10 cents;

cents. | and hot or cold baths can be had in these places
 A | ~~for the same price as hair-cutting.~~ Rather than
 pay such an exorbitant charge, many of the people
 assist one another when requiring to have
 their hair cut. Amongst the public institutions
 in Hamilton are—a hospital, a ~~deaf and dumb~~ Lunatic |
 asylum, a public library, the St. George's, St.
 Andrew's, and St. Patrick's Societies (formed for
 the laudable purpose of rendering pecuniary
 assistance to emigrants in straitened circum-
 stances), and a Normal School for Young Ladies—
 a large majority of the teachers in Canada being
 females. There are somewhere about twenty-
 five churches in the city (the Methodist body
 having the largest number), and they are all
 well attended. The preachers are in no way
 behind their brethren in Scotland as earnest, elo-
 quent spiritual guides, and their moral teachings
 are supported by as forcible arguments and
 upright personal conduct. It is quite a common
 practice with the ladies in the warm weather to
 fan themselves while the sermon is being de-
 livered—ay, even when the preacher is at the
 best part of his discourse; and it appeared strange
 to me to see hundreds doing this when the heat
 was not so great but that the fans might have
 been, with good taste, laid aside. In the two
 churches I attended—the Congregational and
 Knox's (U.P.)—elders or deacons went round the
 pews with plates for the collection, before the
 singing of the last hymn and the pronouncing of
 the benediction. Divine services are conducted
 on Sundays at 11 a.m. and 7 p.m. in most of the
 churches,—the children going to the Sabbath
 Schools at 3 p.m. The Canadians, as a rule, are
 a strictly religious class of people, observe the
 Lord's-Day in true orthodox style, and can and
 do quote Scripture very frequently for their
 beliefs. Two daily newspapers are published in
 Hamilton,—the *Times* (Liberal), and the *Spectator*
 (Conservative); and the main manufactures are—
 sewing-machines, American stoves, tobacco, car-

riages, machinery, iron wires, and glass. The hours of labour are from 7 a.m. till 6 p.m. (Saturdays included, unless on rare occasions). The workmen take their breakfast before going out in the morning, and the dinner meal-hour is from 12 to 1 p.m. The piece-work system is much in vogue, and gives good encouragement to those employed under it. So far as I could see, they work harder and more cheerfully than the majority of workmen at home. Indeed, I suppose they have to do so, for I understand that in speed the Yankees can outstrip the "old country" people; but what the latter want in quantity is made up in quality.

CHAPTER III.

GENERAL INFORMATION.

At that time, trade throughout Canada was very dull, and workmen's wages were greatly reduced, and keen competition existed in the ranks of the builders. Notwithstanding this, the ordinary wages received ranged from one dollar and a-quarter (5s. 2½d.) to one dollar and a-half (6s. 3d.) per day, — even the labourers receiving from 90 cents (3s. 9d.) to one dollar 12½ cents (4s. 8½d.) Talking of wages, reminds me I was told that, owing to the scarcity of money in the country or small villages, much bartering is carried on between the employers and employed. Workmen there receive checks for what provisions or other articles they may require ; and it frequently happens that at the end of the month or months, as the case may be, they have great difficulty in getting a full balance. The cause of this is obvious :—The employer has not a large capital invested in his business, and is supplying the trade with his goods in barter, — what he supplies for cash being at long credit, for you must know the credit system is even more extensive in Canada than with us. Of course, when there is a brisk trade doing and the employer has got a good standing, the workmen are sure to be treated fairly ; but, as a rule, in these places employers have not got sufficiently established to give the security of prompt payments. In the cities, it is quite the reverse : no barter. There the employers have mostly large and prosperous businesses ; and, although the credit system applies to them also, they have been established for years, and have outlived, as it were, these small beginnings, — so that, with them, the

workmen's wages are as sure as the bank. All the employers are pretty certain to reduce the wages ten per cent. after Christmas or New Year, when trade is generally slack for three or four months.

Provisions may be slightly altered in price since my visit, but at that time they were cheap, as will be seen from the following brief account of the way they were selling in the public market in Hamilton, which is held every second day:—Potatoes, 2s. 8½d. per bag of 90 lbs., or about 6½ stones; mutton or lamb, from 2d. to 2½d. per lb. for front quarters, and from 3d. to 3½d. per lb. for hind quarters; beef, from 1½d. to 2½d. per lb. for front quarters, and from 2d. to 3½d. per lb. for hind quarters; fresh pork, 2½d. per lb.; smoked hams, 6½d. per lb.; butter, from 5d. to 6½d. per lb.; eggs, 6½d. per dozen; cheese, from 5d. to 6d. per lb.; a good variety of fish, proportionately cheap; grapes, from 1d. to 2d. per lb.; apples, 2s. per bag of one and a-half bushels, or 90 lbs. weight; and all other kinds of fruit and vegetables were low in price and plentiful, with the exception of oranges, which were scarce and dear—2½d. for one, or three for 5d. So, although trade be dull, there is always a likelihood of the working man having a well-spread table. The market-square, which is about the size of County Square in Paisley, is almost wholly occupied by carts and stalls filled with the various articles of merchandise, through the spaces between which the ladies stroll when making purchases,—some of them, who may be termed the prudent, with their purses clasped tightly in their hands, while others are content with the dangerous practice of carrying theirs about dangling from small appendages.

That you may have some idea of the dwellings occupied by the ordinary artisans, I may state that many of them live in one-storey detached wooden or "frame" houses, consisting of from three to five apartments, with spacious gardens

attached. The brick buildings are generally one or two storeys in height, and may be said to be inhabited by a class of people longer settled in the country or in more prosperous circumstances than the other class just mentioned; and there are likewise large and beautiful gardens connected with them. Grapes and a great variety of other fruit and vegetables are reared in these gardens, and the leisure hours of the working people are much taken up at the proper season in their cultivation.

Coals being dear (five dollars—about a guinea—per ton) and wood cheap, many of the workmen buy in large quantities of the latter article, and, on coming home from their labour in the evening, cut enough firewood for the following day. The American stoves are found in every dwelling, and are highly valued. The ordinary cooking stove has four holes on the top for pots, kettle, or any other cooking utensil. These holes when not in use are covered with lids. The stove has also a large oven for firing or baking bread roasting meat, &c. A stove of this description, with the usual furnishings (that is: two or three differently-sized pots, a kettle, a “spider” or frying-pan, and a boiler for washing clothes—tin, with copper bottom), costs from twenty-four to thirty dollars (£5 to £6 5s.) But there is another kind of stove manufactured, called the Queen or Self-Feeding Parlour Stove, which requires to be charged with coal only once in the twenty-four hours,—the coal feeding itself from a cylinder above the fire. This stove is not used for cooking purposes. Most people who can afford it have one in their best or sitting-room. It keeps up an almost regular heat all the time. It is lighted up when the cold weather sets in, and usually kept going till the winter is over. A Self-Feeding Parlour Stove, with the latest improvements and of medium size, costs from twenty to twenty-four dollars (£4 3s. 4d. to £5).

Petroleum is used in the houses of the working classes instead of gas, as gas is very dear. A

manufacturer in the vicinity of Hamilton of this now universally used and valuable oil spent about 56,000 dollars before he got a barrel of it, and he was, as it were, on his last thread when it was obtained. The soil around Petrolia in the United States (from which place the oil derives its name) is of a bluish clay, but that around this gentleman's manufactory is of a loamy sand. The oil is sometimes got at a depth of 200 feet, and so on : his is obtained at a depth of more than 1000 feet. When it is solid rock, the manufacturers get at the oil speedier than when soil intervenes, for the improved tools now in use are best adapted for cutting through rocks. The Canadian Government, I understand, have expended a great deal of money in investigating and reporting on probable strata for securing the oil ; but their efforts in this direction have been, so far, attended with little success. The presence of oil in any particular place is usually indicated by its oozing out of the rock. After it is taken out of the wells in the raw or crude state, the oil is placed in large vats, where it is refined,—vitriol being the principal factor in this operation. To show you the value put upon this oil as an illuminator, I shall take the liberty of quoting the following account from the *Family Herald* for August, 1880 :—“The production of crude petroleum in the Pennsylvania Oil Fields has been a very progressive business from a very insignificant beginning. ‘In 1859, when Colonel Drake sunk the first oil well and obtained a few barrels a-day, he probably had no idea’—says an American writer—‘of the growth and magnitude of the business as it is to be seen at the present day, with its daily production of 60,000 barrels of crude oil ; with its 500 iron tanks ; with storage capacity for 10,000,000 barrels ; with 8,000,000 of stock in the tanks ; with its refining capacity for 60,000 barrels per day ; with its 3000 miles of pipe lines, for carrying the product to the tanks and refineries ; with its 3000 tank cars, with

capacity to transport 250,000 barrels of oil ; with its 2000 miles of iron tubing and casing used in and around the wells ; with its 12,000 engines and 10,000 boilers used at the wells ; with its 200 miles of rope cable and its 500 tons of iron and steel used in drilling the wells ; with its export trade with all the countries of the world of 40,000 barrels per day, and its home consumption of 10,000 barrels per day.' ”

People in Canada content themselves with less furniture than we have in our houses at home, as it is very dear ; and, generally speaking, clothing is also a little more expensive, but not anything like what it is in some parts of the United States. It is a great advantage in Canada to have a cellar underneath a dwelling for storing and preserving the meat—which is bought in large quantities—both in times of intensely hot and cold weather. Not having a cellar at first, one of my Canadian friends raised his house six feet and shifted it back four feet in order to make one. I fancy this statement will astonish many of you ; but I may add that it is no uncommon thing to see not only houses raised, but moved from one street to another !—certainly very convenient, especially when the owners cannot get their houses sold readily or satisfactorily. Let my friend (who is a bricklayer by trade) explain the manner in which the work of raising was accomplished :—“ In the first place, the earth was cleared away, and holes dug. Short planks were laid in these holes for the screws to work on and to keep them from sinking in the soil. We then applied three dumb screws to the front of the building,—raising it about a foot ; went to the back, and raised it eighteen inches ; returned to the front, and raised it other six inches, which made the building about level. I omitted to state, when we raised a piece we built a large square wood block under it. Our next thing was to run it back the four feet. Having no suitable rollers at hand, I improvised two weaving-beams,

which I cut into three pieces each, and I arranged these pieces under the beam of the house and on the top of other beams. The screws were then placed in a slanting position against the front of the building. Each of the three screws was manned in this way, and we moved it back the four feet in about three hours. Three men besides myself were engaged at the work of raising, which was completed in three days. This is the usual method of raising; but, when a house is to be moved any considerable distance, it is raised, and placed on strong wooden beams or logs. These rest on wheels two feet in diameter, to each of which a long board is attached, which is used as a helm for steering. Planks are laid under these wheels to get over any unevenness on the streets. Large spikes are driven into the street about one hundred yards ahead of the house, to which an upright windlass is attached. A strong chain is then fastened to the house from the windlass, and a pole is put through the windlass, to which one or two horses are hitched, according to the size of the house that is being moved. The horse or horses move round this in the way that you have seen them at a farmhouse when threshing or churning."

I consider the school training of the children in Canada to be greatly superior to that at home, because there is not such a multiplicity of subjects taken up, and, as a natural consequence, they receive a better grounding in those branches which it is absolutely necessary they should understand pretty correctly, so as to be able to perform their parts in this enlightened age with credit. I highly approve of the way Spelling is taught there. The teacher takes the words from the class-book, and writes them on the black board with their meanings attached, which the scholars have to copy and learn by memory, so that they may be able to give the definitions of the words when the lesson is taken up. In exercising the children on words sounded alike, all

the different forms and meanings are given. Supposing the word "right" were given, the scholar would require to spell and explain it thus:—R-i-g-h-t, *right*, justice, or the side opposed to left; r-i-t-e, *rite*, a ceremonial observance; w-r-i-t-e, *write*, to form letters or words with a pen; w-r-i-g-h-t, *wright*, an artificer;—and so on with words of this description. But the meaning must always be given, let the word be what it may. Of course, this training entails a greater amount of study on the part of the youthful scholars, who, however, are not troubled with too much to learn at a time, and receive good encouragement from their teachers to persevere in their useful, though arduous work. On being asked to spell words when out of school, they answer in the manner in which they have been trained to do—giving the definitions as well. This they do very aptly. The Spelling Book in use is large and gradational, and includes all the rules on Pronunciation. It will be seen how much this system is in advance of ours, and how it must tend to strengthen the children's memories more quickly, and to make them intelligent men and women. Another grand feature of the education in Canada is its cheapness. The school tax in Hamilton is $3\frac{3}{4}$ mills on the dollar (a mill is $\frac{1}{10}$ of a cent or the $\frac{1}{1000}$ part of a dollar); and the fees are—First four grades or classes, 10 cents a-month, and 20 cents per month thereafter till admitted to the Collegiate Institute, where it is finally raised to 25 cents. This includes books in all the schools except the Collegiate, where the scholars have to provide themselves with some books. Speaking generally, the Canadians can express their thoughts more fluently than the majority of tradesmen at home; and civility, good manners, and unbounded hospitality, are their leading characteristics. Hence, I found persons exchanging the most pleasant salutations on meeting each other, and ever ready to give neighbourly assistance in fencing

a property, digging a well, or any other necessary work. The Canadian atmosphere is remarkable for its clearness; and this may be easily understood when I say that, from Hamilton, the spires in Toronto—though forty miles distant—are quite visible. There is no “gloamin’” in Canada,—the darkness of night coming on in a very few minutes.

CHAPTER IV.

QUEEN'S BIRTHDAY IN HAMILTON—BURLINGTON
BEACH—"MONSTRE REFORM GATHERING" IN
MECHANICS' HALL, HAMILTON.

HAVING given you these particulars, I shall proceed to describe how the time at my disposal was chiefly spent.

Monday, the 26th of May, was observed as a holiday in Hamilton in honour of the Queen's Birthday, and the citizens put on their best attire for the occasion. Sports under the auspices of the St. George's Society were held in the Dundurn Park, and a procession in connection with them paraded through the principal street, with a troupe of "Kalathumpians"—mock Indians—in their midst. Some of the men in the procession had on female dresses, and there were quite a host of boys wearing "fause faces" (Hallowe'en style), whose antics, however, were rather stiff. This public parade appeared to have been got up to please the juveniles; but there was not sufficient spirit thrown into it to satisfy or amuse the adult portion of the spectators. A splendid brass band accompanied the procession. Along with my friends, I afterwards witnessed the laying of the foundation-stone of a new Baptist Church—a very large one—by the Hon. Alexander Mackenzie, M.P. (one of Canada's greatest statesmen), who rejoiced at the religious liberty allowed all over Canada,—no denomination being more favoured than another,—and sincerely hoped that the mother country would speedily improve in this respect. Mr. Mackenzie is a Scotchman by birth, and wrought as a stone-cutter in Irvine. In 1842, he emigrated to Canada, and obtained a seat in Parliament in

1861. The Baptist minister and Mr. Copp, who has one of the largest stove foundries in the city, were the other speakers, and reference was made by them to the remarkable progress of the Baptists in Hamilton during the past thirty years. The proceedings terminated with the singing of "God Save the Queen,"—all the gentlemen in the immense assemblage loyally uncovering their heads whilst it was being sung.* The rest of the day was passed in walking over the Protestant Cemetery, which is situated on the most westerly part of the city. This cemetery is nearly as large as the Paisley one, and is kept in excellent order. There are many costly monuments and vaults in it; and I noticed that it is quite the custom to have the surname engraven in large letters at the bottom of the monument in front, after the usual inscription. The Roman Catholics have also a cemetery of their own; but I did not visit it.

Towards the end of the same week, I went twice to Burlington Beach,—an open, healthy watering-place; the resort of numerous excursion parties from Hamilton and surrounding villages in the summer season. Not succeeding in getting a steamer conveniently, I walked to it at first. There being few good macadamised roads out in the country in Canada, pedestrianism is disagreeable, tiresome work, compared with what we find it to be at home. The result of this is, that drivers of vehicles of every description cheerfully give foot travellers what aid they can, and often without their asking it, as I myself experienced. While walking along the road, the driver of a "buggy" stopped his horse, and kindly inquired

* From newspapers received from Canada shortly after my return to Paisley, I learned that this has been a most unfortunate edifice; for, while in course of erection, three men were killed, five seriously injured, and some fearfully narrow escapes occurred. By 4th December, 1879, it had fallen in and become a complete wreck; and the damage was estimated at 16,000 dollars, about £3335. The universal opinion was that the work had been given out at too low a figure.

if I was going far that way. Having told him where I was bound for, he invited me to a seat beside him, and drove me to the nearest road to the beach. The beach is very sandy, and admirably adapted for bathing purposes. But the enjoyment of the visitors must be considerably marred by the attention paid them by the myriads of sand-flies that infest the locality. They literally covered all the unoccupied summer-seats, and annoyed people greatly while walking along the shore. The fans of the ladies will be unquestionably of much use there. There are several summer residences belonging to the wealthier class in Hamilton, a number of fishermen's cottages, a large and commodious hotel called the Ocean House, and a wooden church named "Bethel," at the beach; as well as two lighthouses and three or four wooden piers,—these piers being at that time in a dilapidated condition. On my second visit, one of the piers was on fire, and the flames arising from it contrasted curiously with the brilliant sunshine of that afternoon. I have since learned that these piers have been vastly improved. Visitors to the beach who have not a return ticket in their possession are made to suffer for not obtaining one beforehand, as it is exactly the same fare there for a single as for a return ticket, either by train or steamer.

About this time, I attended a "monstre Reform gathering" in the Mechanics' Hall in Hamilton. The citizens had two candidates before them aspiring for a seat in the Ontario Parliament,—Mr. Gibson (Reform), and Mr. Murray, a native of Paisley (Conservative),—and the object of the meeting was to forward the candidature of Mr. Gibson. This gentleman was the first introduced by the Chairman. His speech, however, was so abusive of his opponent, and so full of self-praise, that I was glad when he resumed his seat. Still, the majority of those present appeared to be satisfied, and heartily applauded him. Mr. Summerville of Dundas next addressed the meeting, and this

speaker concluded a somewhat boastful harangue with the assertion that "the Conservatives never passed any useful public bill through either the British or the Dominion Parliament, and it surprises me very much how they can have the 'cheek' to come forward at election times to contest a Parliamentary seat." His remarks were also well received. But the speech of the evening followed, which was delivered by the Hon. Edward Blake, formerly leader of the Reformers in the Ontario Parliament, and perhaps the greatest orator at present in Canada. Mr. Blake riveted the attention of his hearers while he spoke for nearly three hours in a calm, earnest, eloquent way, on the "burning questions" then affecting the country,—namely, the New Pacific Railway, Protection, &c. Never had I listened to such a masterly oration. The audience, notwithstanding the oppressive heat in the hall and the great length of the address, sat patiently all the time of its delivery; and, when it was over, Mr. Blake (who appeared little fatigued) received quite an ovation,—all present rising *en masse*, and giving vent to their high appreciation by cheering, waving hats, and clapping hands, in a thoroughly genuine style. A humorous speech came next from Mr. Joseph Rymal, M.P. for North and South Wentworth, and it had a good reception. The meeting (which commenced at 8 p.m.) separated a few minutes before the hour of midnight, after giving three cheers for the Queen, for Mr. Blake, and for the Chairman. I did not see any lads at it, and all the men were very respectably dressed. The hall—which was crowded—could at least accommodate 800 persons; and where I was sitting, in the body of the hall, each person had a cushioned seat to himself.

CHAPTER V.

A WEEK'S EXCURSION TO MONTREAL AND OTTAWA.

FOR a complete week—commencing Monday, 2nd June—I was away from Hamilton on a visit to Montreal and Ottawa. I set out at 9 a.m. on board the Spartan, and procured a return cabin ticket, which cost $17\frac{1}{2}$ dollars (about £3 13s.) and entitled me to a bed, fourteen meals (seven each journey), and attendance. Those called “deck passengers” have the use of the lower deck—where the heavy “baggage” is stowed—on payment of four dollars (single fare); but this does not include food or a bed. There were only one or two passengers of this class, while the cabin had its full number—above a hundred, amongst whom were five Roman Catholic priests and one Protestant minister. For the most part of the day, dark clouds hung overhead, drizzling rain fell, and a piercing cold wind prevailed, (what is termed “‘old country’ weather,”) as the steamer sped its way down Lake Ontario,—the most easterly of the five great lakes running into the River St. Lawrence. This lake is oval-shaped. It is 230 miles long and 60 miles broad at the widest part, and has an area of 7300 square miles and an average depth of 490 feet. On reaching Toronto, the Spartan stopped for two hours; and the most important of the other three places it had called at by nightfall was Port Hope, which ninety years ago was the site of an Indian village. In 1877, this town had a population of 5700. The harbour has capacity for holding nearly the entire fleet of the lake. The chief manufactures are—lumber, flour, woollen goods, leather, buttons, iron, engines, and machinery. Two weekly newspapers are

published in the town. There are seven or eight churches in Port Hope, the finest of which belongs to the Methodist body, and has a seating capacity for 1500 persons. The town contains several Masonic lodges, a St. George's and a St. Andrew's society, a Young Men's Christian Association, and a Mechanics' Institute and Reading-Room with a good membership. The scenery around is very beautiful, and many elegant private residences are situated on the adjoining heights. At 5.30 on Tuesday morning, as I lay in my bunk, I heard a brass band play two verses of "God Save the Queen" while the steamer lay at Kingston wharf, which was followed by a ringing cheer from a crowd of people on shore. Not till the afternoon did I learn that this was a demonstration of good feeling made to the Governor-General and his wife, who, with a suite of five or six ladies and two gentlemen, came on board the Spartan at this place, and had separate accommodation provided them at the stern. They were on their way to officiate at some public ceremony in Quebec. The inclement weather of the preceding day had now entirely disappeared, and the sail through the Lake of the Thousand Isles—lying between Lake Ontario and the River St. Lawrence—was an exceedingly delightful one. In point of fact, there are upwards of 1900 islands here (Wolfe's Island—20 miles long and 6 broad—being the largest); and, as they present the greatest diversity of state—some being barren, others fertile; some wooded, others bare; some inhabited, others uninhabited; and so on—the interest and admiration of the spectator never flags. One of the cabin passengers employed himself sketching the scene as long as the islands remained in sight. There are dangerous currents in the narrow channels between some of these islands; consequently, great care has to be exercised at times in steering vessels in this locality. The inhabitants of the several towns and villages that were passed as the Spartan steamed down the St. Lawrence—the most notable of which

were Brockville, Prescott, and Cornwall—evidently knew that the Vice-Regal party were on board, for they appeared in large numbers at the wharves, and at a few of the places royal salutes were fired. Betwixt three and four o'clock p.m., the distinguished party strolled about on the hurricane deck (which was reserved for them), and I then had an opportunity of seeing both the Marquis and Princess ; the latter, however, was closely veiled. The steamer had to encounter two perilous rapids ; but, the river being calm and the weather favourable, comparatively little excitement prevailed amongst the passengers. In rough, tempestuous times, however, there is a likelihood of the vessels being dashed to pieces on the hidden rocks. The more dangerous of the two was the Lachine Rapid (which we reached when about half-an-hour's sail from Montreal) ; and Jean Baptiste, a renowned Indian pilot (who came out in a small boat from an Indian village in the vicinity), guided the steamer safely over it. Another small boat having accompanied that which brought the pilot, the twenty-four oarsmen in each boat on returning to the village gave a fine exhibition of their style of rowing, which is somewhat different from ours. They seemed to be in high spirits, and we cheered them lustily as they pulled vigorously at an almost equal rate of speed for a considerable distance. In truth, this boat race greatly interested us, and was an exceptional and amusing sight to nearly all on board. Princess Louise had a quarter-of-an-hour's conversation with our Indian pilot, and spoke also for five minutes or so to one of the Roman Catholic clergymen—an old, aristocratic-looking man, who appeared to stand high in the estimation of the other priests. All the gentlemen took off their hats while the Princess stood in our midst speaking to the priest, who smiled and bowed to her repeatedly,—showing unmistakably how pleased he was at being thus recognised by Her Royal Highness. Before entering Montreal

harbour, the steamer passed under what has been described as "the eighth wonder of the world,"—the Victoria Bridge, named after the Queen,—first planned by Thomas C. Keefer, a talented Canadian engineer, whose scheme, however, was subsequently elaborated and perfected by Robert Stephenson, son of the celebrated George Stephenson. It was formally opened for traffic by the Prince of Wales about the end of August, 1860, amid much rejoicing. The total length of this tubular bridge (which is an essential part of the railway system in Canada) is 9184 feet. The number of spans is 25,—24 of 242 feet, and one of 330 feet. The height from the surface of the water to the under side of the centre tube is 60 feet; the height from the bed of the river to the top of the centre tube is 108 feet. There are 3,000,000 cubic feet of masonry in the bridge; and the total cost was about 7,000,000 dollars. The passengers were landed at 8 p.m., but not until the horses and carriages belonging to the Governor-General had been transferred to the Quebec steamer lying in the harbour. I put up in the Canada Hotel; but, before going to bed, heard a French candidate for Parliamentary honours deliver an address in his native tongue to an immense crowd, who frequently cheered him, and, at the close, dispersed very quietly.

Next morning, I called on a Mr. Robert Rowand, a fellow-townsmen, to whom I had an introduction, and with whom I lived during part of my stay in Montreal. This gentleman directed me how to spend my time to the best advantage, and in many other ways showed me much kindness. I afterwards visited the Notre Dame Cathedral, the largest Roman Catholic place of worship in the city. It is capable of holding 15,000 persons, and has two extensive galleries, a wide area, a very large centre altar (as well as many smaller ones), a number of confessionals, a host of paintings, and a life-size sculptured figure of Christ nailed to the Cross. The painters, I was told,

were employed for several years painting the interior of the cathedral, which is altogether got up in the most finished and costly style. By paying 25 cents, visitors are permitted to ascend the bell tower (an elevation of 260 feet), where they see "the largest bell in the world," as the poster at the entrance-door states, (but this, of course, is untrue,) and obtain splendid views of the city from the four open corners. The bell is 11 tons 1 cwt. 1 qr. in weight, and it takes twelve men to ring it. Proceeding next to the General Post Office, an immense stone structure, I passed a few moments examining the outside of the office under the portico, which is spread all over with hundreds of small brass boxes, about three inches square, for the benefit of business men or those who have much correspondence. The charge for the use of a box is, I believe, five dollars a-year, and they are all numbered. Each person is provided with a key, which will open no box but his own. The end of the box is open in the inside of the office, and when any letters or newspapers come to any number, the officials put them in the box. The possessor of a key can open his box at any time during office hours; and should it be empty, he, of course, knows that nothing has arrived for him. These boxes are to be found in all Post Offices in America. In the New York Post Office, there are thousands of them. This inspection over, I was driven in an open public carriage to the mountain at the back of the city (750 feet high), which was named "Mont Royal" by Cartier, and whence comes the modern name of Montreal. The exquisite view of the largest and prettiest city in Canada here obtained thoroughly interested and delighted me for fully half an hour; and an intelligent lad I fell in with heightened the pleasure I felt by pointing out and briefly explaining many of the principal objects lying beneath, such as — the Reservoir, the Windsor Hotel, the Gasworks, the Colleges, the City Hall, the different churches and hotels, the

market-places, St. Helen's Isle (where the soldiers are quartered), and the Nun's Isle (belonging to the Grey Order of Nuns, who have a monastery there, where sixty or seventy nuns reside),—both islands being situated on the River St. Lawrence, east and west of the city,—&c., &c. Two of the six towers of the Notre Dame Cathedral rise to a height that makes them conspicuous from whatever point viewed, no public building equalling them in this respect. I saw some cows grazing on the mountain, one of which had round its neck a small bell that kept continually ringing, to indicate to the owner where his herd were. Thereafter I visited the Protestant Cemetery, which lies a little to the back of the mountain (as does also the Roman Catholic Cemetery), and spent three hours inspecting the monuments and strolling over the variously - termed avenues — Maple, Beech, Hawthorn, Locust, Birch, Elm, &c. I came across two large granite monuments erected to the memory of natives of Paisley,—a William Burnet, who died on the 10th of May, 1876 ; and Andrew and Robert Crawford, the former (a Montreal merchant) having died on 13th January, 1870, and the latter on 3rd July, 1873. The English and Scotch people have by far the best-looking monuments. The cemetery is very extensive, is well kept, and can boast of a few conservatories and many large vaults.

On Thursday, at 9.30 a.m., I took the train for Ottawa. The land seen on the route was poorly cultivated, the most of it being either used for pasture or under process of clearance. The cultivated fields appeared like our own during the month of April, but things are ready as early as they are at home ; they ripen so quickly in Canada. It is the universal custom to have the farms enclosed with wooden horizontal fences, on a great number of which "Zododont," "Hop Bitters," "Smoke Little Joker Tobacco," and such-like advertisements, are painted in white in the most attractive letters, and do not fail to

catch the eye of railway travellers. Stumps of trees, two or three feet above the ground, were still remaining in fields recently cleared. The train arrived at Hull at 2.15 p.m. The Ottawa River divides Hull from the capital, and a small bridge has to be crossed ere the latter is reached. The cities are so close to each other that I thought myself in Ottawa when taking dinner in a small hotel in Hull. Including its suburbs, the population of Ottawa in 1878 exceeded 30,000,—Hull alone having 9000 inhabitants. The lumber trade engages some 5000 people ; but the other trades are inconsiderable. Three newspapers are published daily. The most of the streets in Ottawa are badly paved with wood. After seeing a little about the city, I was surprised that it should have been chosen as the capital ; but I understand that it was selected by the Queen (to whom the Canadian Parliament referred the matter in 1857) on account of its central position. When it was fixed on as the permanent seat of Government, 900,000 dollars were appropriated for the erection of buildings for the Legislature. These are three in number, generally known as the Eastern, Western, and Central Blocks. On the 1st of September, 1860, the Prince of Wales laid the foundation-stone of the Central Block. Subsequently, many unforeseen circumstances intervened, which prevented the carrying out of the contracts as originally entered into. By the 8th of June, 1866, the work had progressed so far as to admit of the session being held in the new buildings. Workmen, however, were kept employed at them, more or less, up till June, 1879, and the total cost was very nearly four and a-quarter million dollars, or about five times the original appropriation. These buildings stand on Barrack Hill, overlooking the river, and are the chief architectural ornament of the city, and perhaps the grandest pile of masonry in America. In the Eastern and Western Blocks are the offices of the various

departments of the Government ; while the Central Block contains the Legislative Chambers and Parliamentary offices and Library. The Central Block was then open to the public, and I passed fully an hour examining its interior, where I saw life-size oil paintings of the principal Canadian governors, statesmen, and judges ; the Legislative Chamber of the Commons, with the Speaker's Gallery, the Senators' Gallery, the Reporters' Gallery, the Ladies' Gallery, and the Public Gallery ; the several rooms for the use of the gentlemen of the Press ; the Post and Telegraph Offices ; the refreshment rooms, smoking-rooms, committee-rooms, and retiring-rooms ; the Library, &c. The grounds are beautifully laid out in walks and drives, and a noteworthy adjunct to them is the "Lovers' Walk," a delightful winding path that threads the edge of the precipice, half way between its summit and the river below. This walk has many pleasant nooks and sylvan retreats. I afterwards got accommodated in the Russell House for the night, where I was charged at the rate of a dollar a-meal ; but so numerous were the dishes, and so daintily were they prepared to anything I had yet experienced, that I did not grudge this sum in the least. A Parliamentary election having taken place in Ottawa that day, I had the privilege—after supper was over—of hearing speeches delivered by the Mayor of the city, the successful candidates, the unsuccessful candidate, and several other gentlemen. A Conservative and Liberal-Conservative had defeated the Liberal candidate, and the Conservative party were much elated with their victory. Three hearty cheers were given for the Queen at the termination of the proceedings.

On Friday morning, at 9.15, as I left Ottawa on my return to Montreal, I bought the *Daily Citizen* to see how the election events of the previous day were reported, and was surprised in glancing over its columns to notice that some

of the Canadian newspapers are in the habit of announcing the arrivals in the principal hotels. A cleverly-written burlesque on the addresses usually issued by aspiring candidates at election times also appeared in that day's *Citizen*, (signed "Korn Kobb, jun.,"—self-nominated,) a few extracts from which might here be given for amusement's sake :—

" To the Free and Independent Electors of the City of Ottawa :

" Gentlemen,—I am deeply grateful for this flattering token of your confidence and esteem. I have long felt that our noble Capital required a man of unbending integrity, high moral worth, and commanding intellect, to represent her in the councils of the Province ; and I have much pleasure in congratulating you on having secured such a one.

" In regard to my political principles, I would state that I am a Moderate Clear Grit Tory Liberal Conservative Reformer. I'm in favour of Sir John Macdonald, Oliver Mowat, Christopher Columbus, Sixteen-String Jack, His Satanic Majesty, and the Hon. George Brown. I'm also in favour of stewed oysters, trial by jury, long credits, pale ale, Mrs. Winslow's soothing syrup, universal suffrage, babies, and the present bankrupt law.

" If elected, I shall labour unceasingly for the interests of the city. I shall advocate the building of the Coteau Railway, and the immediate construction of a silver-plated bridge across the river at Gatineau Point.

" I shall insist on every citizen having a gas lamp at his front door, and a ginger-beer fountain in the back yard, to be paid for by the Corporation.

" I shall bring in bills to abolish taxes, bad debts, bailiffs, adulterated whisky (that is, adulterated with water), June frosts, chilblains, old maids, stagnation in lumber, short crops, jails, and policemen.

" In regard to my religious principles, I would state that my fighting weight is 175 lbs.

" Gentlemen, it is my wish that this election should be carried on fairly and above board. I would scorn to buy any man's suffrage ; but, if any intelligent voter wishes to borrow \$5 till after election day, he can have it by calling at my office."

Montreal was reached by 1.30 p.m. Mr. Rowand stopped work this afternoon in order to take me to a number of places I had not yet seen. Amongst these were:—The bottom flat of the Windsor Hotel (the largest hotel in the city), with its tobacco and barber stores, its post and telegraph offices, and billiard rooms;—the church then being erected by fits and starts, by public subscriptions, for the Roman Catholics, on the model of St. Peter's at Rome;—the City Hall;—the Young Men's Christian Association Rooms (inferior to those in Paisley, and no amusements are provided in them);—and the several flats of the *Montreal Witness*, an evening paper. The *Witness* is printed on one of Hoe's eight-cylinder rotary machines, and is afterwards folded on small presses wrought by the foot, like the Minerva Printing Press. Copper-faced types are used to a considerable extent in this establishment, and I there saw electrotyping done for the first time.

The city of Montreal stands on an island thirty miles long by ten broad, formed by the confluence of the Ottawa River with the St. Lawrence. Its population is somewhere about 120,000, three-fourths of which are French-Canadians. Situated 600 miles up the St. Lawrence, it may be said to be at the head of the ocean navigation, and at the end of the mighty chain of lake, river, and canal navigation which extends westward to Chicago, 1400 miles distant. It is also the chief seat of manufacturing operations in the Dominion. Montreal is called "the city of churches," and it is calculated that there is one church to every 600 persons in it. I was sorry to learn that, notwithstanding this, the citizens are far from being peaceably inclined. My friend Mr. Rowand, then a Volunteer, informed me that, during the preceding year, the local force were thrice called out to quell riots between Roman Catholics and Orangemen; and it is a sad fact that many carry revolvers about with them, although they

run the risk of being heavily fined for doing so. A murder was committed a day or so prior to my arrival in the city, and the authorities offered two rewards—one of 1000 dollars and another of 500 dollars—for the arrest and conviction of the murderers. Several persons were taken into custody; but no one was ever found guilty. Montreal possesses a pretty respectable Theatre Royal; but the inhabitants do not sufficiently patronise it to support a stock company. The two travelling companies I saw playing in it acquitted themselves in anything but a creditable manner,—one of them acting so wretchedly and carelessly that, with others, my friend and I preferred to leave the place before the piece was much more than half through. Many of the streets in the city are called after some saint or other, and their names are given in both the English and French languages, as are also the public notices put up at the railway crossings in the vicinity.

At 9 a.m. on Saturday, I left Montreal for Hamilton on board the Corsican. The steamer had to pass through the Lachine Canal, nine miles long (the making of which cost £80,000), and another canal of greater length and having numerous locks, in order to avoid the rapids. While the sun was setting that evening, a beautiful red sky overspread the horizon for fully two miles. No religious services were conducted on board on Sunday; but, thanks to the Committee of the Montreal Auxiliary Bible Society, a Family Bible and two religious tracts lay on the table in the cabin saloon for the use of the passengers. About one o'clock in the afternoon, the attention of all on board was drawn to a phenomenon in the firmament overhead. A coloured ring a little broader than the rainbow line encircled the sun, which was partly hidden by a cloud; and I heard the old captain, who was as much interested as any of us, confess he had not seen such a thing before. After another

delightful sail through the Lake of the Thousand Isles, Kingston—one of the oldest cities in Upper Canada—was reached, where the Corsican waited an hour. The population of this city is about 14,000. The first object of interest on approaching it is Fort Henry, which is connected by a very long bridge with the adjoining village of Barriefield. During the war of 1812, the principal military and naval stores and equipments were concentrated here, and the fortifications much enlarged and improved. Kingston harbour is capacious and safe at all times for the largest class of vessels; and in the city are many large ship-yards, engine-works, foundries, machine shops, tanneries, breweries, &c. Owing to the existence of extensive quarries of limestone rock in the immediate vicinity, the principal edifices are constructed of this material. Kingston contains many handsome buildings; and a Military College has been erected by the County in it, at a cost of 100,000 dollars, for the purpose of imparting a complete education in all branches of military tactics, fortification, engineering, and general scientific knowledge in the military profession, and for qualifying officers for staff appointments. The Provincial Penitentiary, a large and massive building, surrounded by a high and substantial wall, lies about a mile west of the commercial part of the city. Leaving Kingston betwixt 8 and 9 o'clock on Sunday evening, the steamer arrived at Hamilton at 3 p.m. on the following day.

CHAPTER VI.

VISIT TO THE NEWSPAPER OFFICES IN HAMILTON— DUNDAS, AND CELEBRATION OF TANNAHILL'S ANNIVERSARY THERE—NIAGARA FALLS.

ON Tuesday and Wednesday, I visited the *Times* and *Spectator* offices, and obtained much interesting information regarding the state of the printing trade in all its departments. The machines used in printing both newspapers were alike, and were made on the same principle as the machine lately employed in throwing off copies of the *Paisley Daily Telegraph*. From the specimen books of jobbing work shown me, I observed that curving and colouring are carried on to a much greater extent in Canada than at home.

On Friday, 13th June, I went by the street car to Dundas,—a little village lying romantically in a finely wooded nook immediately beneath the Burlington Heights, five miles north-west of Hamilton. There is a stream running through it, upon which are large flour mills, carrying on a considerable business; but the chief public work is undoubtedly the cotton mill, which gives employment to several hundred men and women. Just then, a dispute was pending in this mill. A band of English workers from Stockport had been induced by the employers to accept engagements and cross the Atlantic; but, on arriving in Dundas, (according to their address in the public newspapers,) they found things entirely different from what they had been represented to them. The workers asserted that the employers led them to understand that they were building an addition to their mills, that there was no strike, and that they were not asked to come to supersede the old

hands ; while the exact position of affairs was the very reverse of this. I did not learn how this controversy ended. In my wanderings about the village, I came across a small Roman Catholic burying-place situated on a hill, in which were some dilapidated gravestones erected as far back as the seventeenth century. The wording of the inscriptions on a few of the stones that can be deciphered is a little faulty. Take for example the conclusion to one of them :—"Farewell, children, sister, friends, and relations, I hope to meet again *never* to part *no* more." I had a splendid view of the country in front for many miles from that point on the Burlington ridge overlooking the deep, wooded ravine, and afterwards whiled away two hours inside the Mechanics' Institute reading newspapers and magazines. Having noticed public bills announcing that the Caledonia Club would that night celebrate the anniversary of Tannahill, the Paisley poet, by a concert in the Town Hall, I resolved to attend it. Twenty-five cents was the charge of admission. Only two-thirds of the seats in the hall—which, roughly guessing, would seat between five and six hundred persons—were occupied by an audience that assembled rather slowly. Indeed, the entertainers were likewise to blame in this respect, for the concert was not begun till half-an-hour after the advertised time—8 o'clock. A few Highlanders, dressed in their peculiar garb for the occasion, made the melodious strains of the bagpipe heard as they wended their way to the hall ; and one of them kept playing while he and other three Highlanders, to the great amusement of those assembled, strutted along the passage leading to the ante-room as proud and dignified as though they had been returning from annihilating the Zulu race ! There was no Chairman ; and, strange to say, the programme contained none of Tannahill's songs, although it was much varied, and included such well-known songs as "Tom Bowling," "I

Wish My Granny Saw Ye," "The Boy in Blue," "We're a' John Tamson's Bairns," &c. There was singing (sentimental and comic) by two ladies and two gentlemen, piano-playing by two ladies, cornet-playing by a bandmaster, and dancing by three Highlanders in costume. A most enjoyable concert was brought to a close with the singing by the audience, led by the singers on the stage, of "Auld Langsyne" and "God Save the Queen,"—the latter being sung very fervently.

Three of my friends accompanied me on Monday (16th) on a visit to the famous Niagara Falls. We took the train at 9 a.m. for Clifton, which is situated on the Canadian side of the Suspension Bridge two miles below the Falls. The district through which we passed is admitted to be the best fruit-growing in Canada, and it was exceedingly cheering to look out from the car upon the very extensive, finely-kept orchards, that were to be seen nearly the whole of the journey on either side of the railway. From Clifton, the road we traversed was one hundred feet above the bed of the Niagara River, the water of which appeared from our high prospect perfectly calm, and, save a white streak of whirling foam here and there, gave no indication of its nearness to, or recent leap over, the stupendous cataract. The cabmen (who charge 25 cents for the two miles' drive) greatly plagued us at first, while many sharpers and extortionists met with at the Falls lessened our pleasure and made us extremely cautious in all our doings there. For nearly a mile of the road, glimpses of the American Falls were obtained through the tall trees that lined the bank; but I confess feeling disappointed till we reached Table Rock. The Falls are here seen to the best advantage. Admiration, however, in a little gave way to surprise; for what I had read about them had prepared me for some awe-inspiring spectacle, and as yet I had no such feeling, but was simply much impressed with the

surpassing loveliness of the scene. The Falls are broken into three portions by Goat and Luna islands. The Horse Shoe or Canadian Fall is 2000 feet wide and 158 feet high. The American Falls are six feet higher and 900 feet in breadth,—the smaller of them (only 100 feet broad) appearing as a mere ribbon of water when contrasted with the Great Falls. The roar of this magnificent cataract is sometimes heard at a distance of many miles; but of course it is modified by the direction and strength of the wind. That day being beautiful and mild, the noise was not great. It is computed that the precipice is worn away by the friction of the water at the rate of about one foot a-year; and it is believed that the Falls have gradually receded from Queenston, seven miles below, to their present position. The river above the Falls is studded with islands of various sizes, amounting to thirty-seven in number. The enormous volume of water that gushes over the Horse Shoe Fall is estimated to be fully twenty feet thick in the middle. It is of a pretty light green colour, except at the sides, where it is foamy white. While the sun was shining, we saw a fine rainbow, exhibited in the water beneath by the numberless drops of falling spray. Gaining admittance to Cedar Island on payment of 10 cents each, we ascended the tower there, and for a short time marked the turbulence and speed of the water immediately above the Canadian Fall, which gathers strength as it approaches its verge, yet seems to pause ere shooting into the gulf below. The charge for admission to the Clark Hill Islands and the Burning Spring is to *strangers* exactly the double of what it is to *natives*,—the former having to pay 50 cents, and the latter 25 cents. On the collector demanding the greater sum from us, we began to retrace our steps rather than encourage such an extortion, when he hurried after us to make sure we were not *natives*; and less than a moment's chat set his mind at

rest on that vital point! In paying him, we unintentionally gave him five cents less than he should have got, *even from "natives,"* and no complaint was made; so, perhaps there was a third distinction. Assuredly, visitors who desire to "do" the sights around the Falls economically require to be continually on the alert against over-exactions. The Clark Hill Islands are well wooded and have many pleasant avenues; and they are connected with the mainland by two handsome suspension bridges. At the bridge beside the Burning Spring, the current runs at the rate of twenty-seven miles an hour. This spring is to be seen inside of the Mysterious Chamber of the Pretty Lodge nearly two miles above the the Horse Shoe Fall, and is in its way another natural curiosity. It was discovered by native Indians about the beginning of the present century. They accidentally built their camp fire over a fissure in the rock through which the water flows from a bed of coal, iron ore, and sulphur; and the water became ignited. There is a man in constant attendance here to experiment before visitors. Through an opening in the floor, he thrusts a large tubular instrument, which he partly fills with the strange water. He then sets a light to the mouth of the instrument, when a big bluish light is emitted, slightly tipped with red towards the top of the flame. He next holds a handkerchief and then his naked hand over the flame for a few moments, and it does them no harm whatever. Half a tumblerful of the water is now poured out to each spectator, who finds it has a sulphurous and nasty taste. One of the visitors having managed to drink the whole of his share, the experimenter places a light to the mouth of the newly-emptied tumbler, and it burns inside. The water in the other tumblers is also set a-burning. A light is afterwards reached down to the spring, when an immense bluish flame is seen, which makes a bright and striking *finale* to the interesting experiments. On our

return, a beautiful rainbow was visible in the atmosphere a little above the Horse Shoe Fall, which we were greatly astonished to see recede from us as we moved towards it till it became lost to view in the river below. There is a Museum on this side of the Falls so arranged as to present a forest scene, and containing a fine collection of birds, beasts, and fishes, which we intended going to see after partaking of dinner; but it entirely escaped our memories. For the same fare (25 cents), we had our choice of crossing the river—at this point three-quarters of a mile broad—either in a ferry-boat or by the New Suspension Bridge. We chose the sail; and, for ten minutes, the little boat kept dancing on the agitated stream not much more than a hundred yards from the base of the precipice, guided by one man only, who used very long and powerful oars. Reaching the American shore, we were soon standing on the huge rock-masses that lie in chaotic confusion close to the foot of the greater Fall; and now were we thoroughly astounded and overawed by the force and majesty of this sublime exhibition of Nature. The roar was deafening; and on the slightest gust of wind we got drenched with spray. A feeling of profound reverence took possession of us as we gazed up at the powerful, thundering torrent, which had rolled thus for so many ages—a lasting memorial to the millions of pilgrims from all climes of the almightiness of its Divine Creator. A few steps to the left brought us to an Inclined Railway, the bed of which has been cut in the face of the precipice. It is a very remarkable evidence of the inventive mind of man. The upper brow of the cliff is pierced by a tunnel, through which the two commodious and comfortable cars ascend and descend simultaneously, propelled by water-power and securely worked on a large cable. On gaining the summit, we trod a bank built with solid masonry, which is projected to the very edge of the cataract and terminates in a low wall,

so that visitors are enabled to stand with its nearest waters rushing past their very feet and measure its dizzy depth in perfect safety. Turning to go in the direction of Prospect Park, we saw a neat little edifice before us occupied by a photographer, where thousands of tourists are annually photographed,—the immense amphitheatre of the Falls forming the inimitable background of each picture. Prospect Park is beautifully laid out in lawn and flower plots, has many tasteful walks, fountains, and running streams, and a public hall for concerts, theatrical representations, or the shelter of pic-nics. A party of Germans, accompanied by their wives and sweethearts, and an excellent brass band, were assembled there in the height of enjoyment, and the majority of them (ladies included) appeared to be indulging freely in lager beer. Crossing the Cast Iron Bridge above the American Falls (which is 360 feet long, has four arches of 90 feet span each, a double carriage-way, and two footpaths, with iron railings), where we had to pay 50 cents each, we entered into a region connected with thrilling incidents of danger, escapes, or death, and in which we got the nearest and best views of the Rapids above the whole of the Falls. To get a sight of the Horse Shoe Fall from below Goat Island, we had to descend wooden enclosed stairs firmly secured to the cliff (erected in 1829 by Mr. Biddle, president of the United States Bank, and named after him), and to stumble over slippery boulders of fallen rock. This feat is not unattended with danger, as portions of the rock fall here occasionally, and only so late as the preceding day a piece about 50 feet long, 30 feet wide, and 20 feet thick, slid off the bank hereabouts—taking everything in its path—a distance of nearly 100 feet. The sudden change that came over the sky as we ascended Biddle's Stairs was very astonishing and exquisitely grand. The sun was setting, and the sky in front for a considerable length had a bright red appearance. Altogether, the brilliant colour

of the firmament and the grandeur of the surrounding scenery—being a combination of pretty wooded islands, substantial bridges, foaming rapids, mighty cataracts (with their clouds of spray), pleasure grounds, and cheery, genteel little villages, with elegant hotels—made up a most charming picture, the like of which I had never looked upon. Our next resort was to the small wooded bridge on Goat Island leading to the very brink of the Canadian Fall ; after which, we visited the Three Sisters—small islands connected by bridges in the midst of the rapids above that same Fall. Four days later on, a wealthy French lady (who was on her bridal trip with her husband) fell into the river from the centre island while in the act of stooping over the ledge of a rock to obtain a cupful of the water which swept past with great speed about two feet beneath, and was swiftly carried over the Horse Shoe Fall. A week after the melancholy accident, her body was discovered floating round an eddy a few hundred yards below the Falls,—all the clothing having been torn away, excepting one shoe and one kid glove. Each visitor has to pay a dollar for a yellow waterproof dress and a guide to be taken under the Canadian Fall, or under the “Shadow of the Rock” at the larger, or to the “Cave of the Winds,” “Whirlwind Bridge,” and “Rock of Ages” at the smaller of the American Falls ; but, excepting these, we had now seen the Falls from all salient standpoints, and had lingered about them from noon till 8 p.m. We returned to the Canadian shore by the New Suspension Bridge (said to be the longest of the kind in the world), but did not reach Hamilton till half-an-hour before midnight.

CHAPTER VII.

OPENING OF A GOSPEL TENT IN HAMILTON—TWO FLYING VISITS TO TORONTO—MISCELLANEOUS ITEMS.

ON the following evening, I went to witness the opening of a Gospel Tent under the auspices of the Hamilton Reform Temperance Association. The place of meeting was well filled, and a good many of the city ministers occupied seats on the platform. But I was not at all pleased with the strong, absurd statements, made by the most of the speakers. For instance, one gentleman, in the course of his address, said that, if the Churches had done their work as they ought, there would have been no drunkards at the present day, and, if they would all work harmoniously and determinedly, in the course of three years they might succeed in having drunkenness abolished, if not entirely forgotten! Mrs. Van Cott, a noted lady evangelist, (who received three cheers on entering the tent after the proceedings had commenced, and who is possessed of a strong, masculine voice,) spoke warmly against the great use of strong drink and tobacco amongst men. Having wrought herself up to a considerable degree of excitement, she advised the young women to have nothing to do with the young men who smoked or chewed, and shouted out to the men in the audience to keep their mouths clean "for God's sake." She then informed her hearers that, if any man who was in the habit of using the obnoxious weed attempted to kiss her, she would knock that man down,—showing at the same time, by a violent gesture, how easily that could be done. She also advised the ladies present to continue in their extravagance in dress,

for she was sure the men liked to see them fashionably attired, and she could like the men who were of that mind. All these remarks, I am sorry to say, were enthusiastically applauded. During the evening, a brass band played several of Moody and Sankey's hymns, as well as a number of common dancing tunes; five coloured Jubilee singers sang *sacred hymns*, in their own strange way, to the *intense amusement* of the bulk of the audience; and a lady sang two plaintive songs with great taste and effect. I came away from this meeting much dissatisfied,—thinking that, although its object was unquestionably good, there was much need of improvement in the manner of conducting it. Towards the close of that week, Mrs. Cott was presented with a very flattering address and an envelope containing 200 dollars by the treasurer of the Methodist Episcopal Church, on behalf of the congregation, “for the wonderfully beneficial results of her labours during her short stay in the city.”

Soon after this, I went twice to Toronto. On my first visit, I spent a merry night with one of my late fellow-passengers on board the Manitoban and the friends he was then living with, in whose house I was accommodated overnight. Before proceeding to bed, my friend and his brother-in-law read a chapter in the Bible,—taking each a verse in turn,—which appeared to be their custom nightly; and I considered it an excellent one. But I found all the Scotch-Canadians with whom I associated clinging tenaciously to the Christian faith,—their daily life and conversation showing that they were

“ Not ashamed to own their Lord,
Or to defend His cause,
Maintain the glory of His Cross,
And honour all His laws.”

Toronto is the capital of the Province of Ontario, and has a population of 80,000. It ranks next in importance to Montreal, and is the educational

centre of Upper Canada. Like Hamilton, it has much the aspect of a city at home. Notwithstanding its low, flat site, it is a place of striking appearance,—being nicely laid out, with its long streets (some of them six miles in length) and broad wooden pavements. There are fifty-eight churches in the city, many of which have handsome spires. The well-wooded Queen's Park (in which are imposing University Buildings, a beautiful monument to the Volunteers who fell at Ridgeway, and a neat little fountain),—the Young Men's Christian Association Rooms (splendid buildings, where a carefully-prepared Traveller's Guide to the places of interest in Toronto—which concludes with a unique friendly welcome to all strangers—can be had from the secretary, who is in constant attendance),—the Provincial Parliamentary Buildings,—the Horticultural Gardens,—Knox's College,—Osgoode Hall (seat of the Superior Law Courts),—and the Normal School and Museum (with its historical and religious pictures, its host of sculptured busts of famous men and women, its capital specimens of those things usually found in a museum, and its theatre capable of holding between 200 and 300 persons),—were seen by me at this time. I passed four pleasant hours in the *Toronto Globe* Office on my second visit. This publication started as a tiny weekly sheet in 1840, with a circulation of under 1000, and employing ten or twelve hands in all its departments. It has now both daily and weekly issues, and gives employment to upwards of 250 persons. The daily paper is printed on one of Hoe's four-cylinder machines at the rate of 15,000 copies an hour, and has a circulation of 28,000. Saturday's *Daily Globe* is larger in size, and is printed on another machine of the same description. Three machines of an entirely different structure are brought into requisition to print the enormous circulation of the *Weekly Globe*, the most popular and perhaps best-conducted newspaper published

in Canada. There are two steam-engines in the machine-room, but only one is kept constantly running,—the other being held in readiness in case of accident.

Good weather prevailed nearly all the time I was in Canada, though it was occasionally extremely hot—between 80 and 90 degrees in the shade. This heat compelled me to patronise largely the sellers of those summer fruit drinks which cool, but not inebriate. They cost five cents each, but are infinitely superior to those sold at home. The heat during the summer months averages 75, and seldom exceeds 95 degrees. Flashes of lightning were seen on several occasions unaccompanied by thunder or rain. Twice or thrice terrific thunderstorms came on, one of which lasted fully an hour,—the lightning flashes occurring every minute or so, and being something fearful to look upon. All the land over which I travelled was low-lying (the highest mountain being that at the back of Montreal) and was well cleared and cultivated, especially so in Upper Canada. Consequently, I did not meet in with any of those immense forests for which that country is famed. Had I, however, gone northward from Hamilton a little over one hundred miles in the direction of the Muskoka or “bush” district, I would have had a glimpse of one of them. In that wooded part of the country, any person who annually clears three acres of land for five years, and resides on his selected lot six months in each year, can become a proprietor of two hundred acres of land. Canada is the place for agriculturists; still, if they proceed to the uncleared districts, they are the better of possessing at least £50, to enable them to manage affairs with some degree of comfort through the first two or three laborious and almost unproductive years. Capitalists are much needed, who could find many ways of investing their money very profitably. To all kinds of tradesmen who are fairly employed at home, I

would say—Be content : for you might go about for months in Canada ere succeeding in getting employment, as it is the exception (not the rule) for emigrants to obtain work at once. I met two of my fellow-passengers—the one a stone-cutter and the other a druggist—a month after parting from them at Point Levi, who had not up till that time been able to obtain a day's work, though I heard that both of them got engagements soon thereafter. It should be borne in mind, too, that it is very difficult for women and boys to find suitable labour in the Canadian cities, where fewer trades are represented than in the towns and cities at home. But two or three years' constant employment in Canada enables workmen to be in a kind of independent position, for, by thrifty habits, they can by that time become owners of the neat, self-contained, one-storey frame houses, which are so plentiful in the cities as well as country-places, and which are not burdened with heavy taxes. The Canadians lead comfortable, peaceable lives, and carry with them an air of activity and contentment very pleasing to note. Those whose prospects of work in the "old country" are not good, and whose line of business may be brisk in Canada, should not hesitate much about emigrating; for, having once secured a permanent situation, and got properly acclimatised, rapid advancement in life is certain. For the benefit of intending emigrants who wish to protect themselves against possible loss on the journey, I may state that less annoyance is incurred when drawing money that has been transmitted by postal arrangement than through the bank. In the latter case, it is necessary that some gentleman known to the banking authorities should be got to certify that the transaction is *bona-fide*. The Canadian cities being nearly all situated by the side of fresh lakes or rivers, there is a felt want of saline in the air. In the damp places, ague and rheumatism are the prevailing diseases. The medical profession is a most lucra-

tive one—the doctors charging a dollar for each visit from their patients, and the prices of their medicines are proportionately high. I may here remark that it is the custom, on the death of an adult, to append from the handle of the door on the outside a long string of crape. Neighbours and friends are thereby invited to come and see the dead body, and to extend their sympathy to the bereaved ones. A small white bow fastened to the crape indicates that it is a young person who has died. At funerals, each mourner puts on his best dress without regard to colour (dark shades being, of course, preferred), and dress hats are seldom worn. A short service is almost always conducted at the grave. The practice in Canada is to spare no reasonable outlay in showing respect for the memory of the departed one, and the incidental expenses connected with a funeral are generally greater than they are at home. I observed that in Hamilton a large number of people kept Newfoundland dogs to guard their dwellings during the night; and I was told that the majority of the houses were more or less insured in case of fire. The Canadians are a sober people. In the populous places through which I travelled, I only saw two men who staggered in their gait from the effects of strong drink and one drunk man, and I understand it is quite lawful for policemen to take such persons into custody. Possibly the Canadian drinks may be less intoxicating than those in Scotland. The sale of intoxicating liquor is prohibited from 7 p.m. on Saturday till 8 o'clock on Monday morning. Hearing a brass band play through the streets of Hamilton one Sunday, I hurried to the spot whence the sound proceeded, and saw the Volunteers, dressed in their uniform, return in procession from divine service. They meet in their drill shed, and march in this way to and from church every Sabbath. "Well, sir," "sir," "thank you," "please," "I guess," "you bet," "Is that so?" are a few of the words

and phrases so very frequently used by all Canadians. Young or old married couples have "old man" and "old woman" applied to them; "sparking" is the term for courting; sweetmeats are called "candy"; and, in the dry-goods stores, trousers are ticketed "pants." In Canada, steamboat and railway travelling is a little dearer, but much more comfortable and pleasant, than it is in Scotland. In the steamers (so often described as "floating palaces"), chairs—which passengers can place in any position to suit themselves—are scattered all over the main decks, and the food is well cooked and cleanly served. Gongs are sounded at the railway stations five minutes before the trains start, and, as there is only one entrance to each carriage, the trains move off quietly—without that bustle and noise made at such times at home. Passengers have to take their baggage to the baggage-room, where they receive brass checks, and they then have nothing to do but deliver up these checks at the end of their journey—their baggage being carefully attended to for them. The carriages are longer than those in Scotland; the doors are at the end (the same as the tramway cars); and the footboard of each carriage comes close to one another, so that, if they choose, passengers can pass through the whole length of the train. Inside each carriage are a tank full of nice cold water, a stove, a urinal, and a w.c. The seats (which are all lined with some soft substance, both bottom and back, and covered with velvet) are at each side of the passage that runs from the one end of the carriage to the other. The ends of the seats are next the passage, and each seat holds two persons. It is customary at home for lady friends when parting at the public stations to shake hands; but kissing is the prevailing form with the ladies in Canada.

CHAPTER VIII.

RETURN HOME *via* NEW YORK AND LIVERPOOL.

I BADE adieu to "Fair Canada" and my friends there on the evening of Tuesday, 24th June. As the train sped on its way, I fell into a most delightful reverie,—recalling to mind many of the scenes in which those from whom I had just parted had figured in bygone years. But I was, alas! never again to see on earth one of those dear, familiar forms, for my sister-in-law has since died. On entering the American territory, after the train had crossed the Suspension Bridge at Clifton, I had to be at hand while the Custom-House Officers examined the baggage. They are usually very strict here; but they merely asked me if I had any contraband goods inside, and, on my answering in the negative, allowed the chest to pass without inspection. At Buffalo, I had to change cars. I had lunch while waiting here; and, when I put down a British half-sovereign in payment thereof, the waiter told me that he "did not know what the d—— that was!" I then gave him a four-dollar Canadian note, and received for change a confusing mixture of Canadian and American money; and my ignorance of the exact value of some of the latter coin, I subsequently found out, enabled him—allowing a proper discount—to swindle me of at least 20 cents: not a great sum, truly; but this only serves to show how "greenhorns" require to be ever on the lookout. Starting at ten o'clock, the train rushed through the darkness for six weary hours till it drew near the Susquehanna Valley, when daylight set in. From this point, the scenery was very varied and picturesque. Arriving at Jersey City between one and two o'clock

in the afternoon, I had to cross the Hudson River in one of the palatial ferry-boats that ply to and from that city and New York. New York—the commercial emporium of the United States—covers the whole of the Manhattan Island and a portion of the mainland, and had, at the taking of last year's census, a population of 1,207,215. It is 16 miles long, and varies in width from a few hundred yards to $4\frac{1}{2}$ miles. Its area is about $41\frac{1}{2}$ square miles, or 26,500 acres, of which 12,100 are on the mainland. Its location is both beautiful and healthful. The capacious harbour is constantly filled with the shipping of every clime; while unceasing throngs of busy men and women, loungers and idlers, and vehicles of every description (including a great number of tramway cars), pass and re-pass along its streets from early morn till late at night. Broadway is the principal street, and many princely hotels and large wholesale warehouses—stately buildings six and seven storeys in height—are located in it. There are over 600 churches in the city; and chief amongst its prominent buildings are the Post Office, *Tribune* Office, and City Hall. A fine bronze statue of Benjamin Franklin stands in what is called Printing-House Square. During my short stay in New York, I visited the Central Park; the *Tribune*, *Times*, and *Herald* Printing Offices; Wallack's Theatre; the Greenwood Cemetery in Brooklyn; Clark's Thread Mills in Newark; and had a six hours' delightful sail on the Hudson River to Cornwall and back. Central Park is the great pleasure-ground of New York, and is situated right in the heart of the city. There are in it 15 miles of carriage roads, 8 miles of bridle paths for horseback riders, and over 25 miles of walks; as well as the Croton Reservoir (which contains 100,000,000 gallons of water for the wants of the inhabitants), a pretty winding Lake, and a Museum and Menagerie. In the printing offices, I saw web-printing machines for the first time. Similar machines are used in

Glasgow ; but, so far as I have yet learned, they are not so perfect as those used in New York. I had to pay 50 cents to secure a seat in the gallery of Wallack's Theatre. The seats here were all cushioned, and each visitor received a programme of the entertainment on entering. "Miss Gwilt"—an adaptation from Wilkie Collins's celebrated novel, "Armadale"—was the play ; and the acting of Miss Ada Cavendish and the company that supported her in it was careful and good, though not remarkably so. Greenwood Cemetery is the oldest and most noted of all the New York and Brooklyn cemeteries, and covers over 400 acres of land. It is encircled by an iron fence ; and the entrance ways, which are very broad, are marked with rich adornments. The cemetery contains 17 miles of carriage roads and 15 miles of foot-paths ; and is adorned with many flowery graves and finely-wrought vaults, and over 2000 monuments—some of which have cost large fortunes. About 190,000 interments have taken place in these grounds, and the annual income from the sale of lots is £62,500. Visitors can obtain a carriage and guide to be driven over this cemetery on payment of 50 cents each. While returning to New York from this visit, Talmage's Tabernacle and Henry Ward Beecher's Congregational Church were pointed out to me ; and I saw the Brooklyn Bridge, which spans the East River,—that great undertaking which is attracting the attention of the civil engineers of the world, and in the success of which, notwithstanding the odium of fraud in its inception, an entire community is interested. Several million pounds sterling have been expended in the as yet unfinished structure, which represents more than ten year's labour. Two Paisley gentlemen—a Mr. John M'Lagan and a Mr. Mitchell—entertained me very hospitably while out in Newark. Clark's Mills are, of course, considerably less in size than those in Paisley. They contain the usual departments of a thread manufactory, and differ only from those

at home in having a cotton spinning mill, and a lithographic department, where bronzing is done by machinery. While being shown over the works, I was introduced to six persons belonging to Paisley—four males and two females. I was told that the Paisley women were nearly all married, and had left the mills. Something like 2000 workers are engaged,—the females attending work with their bonnets on, and otherwise better dressed than those at home. The musquitos and fire-flies were flying about Newark while I was there. The fire-flies emit a bright phosphoric light, and in low grounds, where they abound, it is amusing to see hundreds of them dancing about in the dark like as many sparks of fire. The following story was told me regarding the fire-fly, which is well known in America, but may be new to the most of people at home:—Two Irishmen who had never seen a fire-fly arrived in America during the hot season, and put up in a hotel. Towards night, whilst they sat at the open window chatting under the gaslight, they were greatly pestered by the musquitos, and were kept almost incessantly waving them off and gently rubbing the afflicted parts. On the landlord coming into the room, and seeing how they were engaged, he exclaimed—"You fools! Put out the light, if you wish to get rid of them." They soon did so. Now, although some fire-flies had been in the room previous to this, they had not been noticed, for they are always best distinguished in the darkness. The eyes of one of the Irishmen lighting on one of them, the thought of being again annoyed by the musquitos terrified him, and he cried out to his companion—"Och! shure, Pat, my boy! there's no use of trying to hide from them muskātos; for there's one looking for us with a lantern!" At that time, the thermometer indicated 98 degrees, and a number of persons were prostrated in the streets of New York by the intense heat. I saw a middle-aged man working about the crowded piers stripped to the

waist, with nothing but his trousers on ; and two young women—one, say nineteen, and the other seventeen years of age—came into one of the street cars with their arms and bosoms bare, and wearing light and gaudy dresses, as if on their way to attend an aristocratic drawing-room assembly.

I left New York at noon on Sunday, 29th June, by the Inman Line steamer City of Berlin, which carried upwards of 200 cabin and 150 steerage passengers, besides 86 mail bags and a large cargo of American meat. In the steerage were a strangely-mixed company, comprising English, Welsh, Irish, Scotch, American, Canadian, German, Swiss, Dutch, and Spanish people, and a negro ; and our head steward was a tall, powerfully-built Russian. The food served in this part of the ship was of an inferior description,—being unclean and hardly eatable, although there was always plenty of it ; and some of the officials were very rough and uncivil, and much addicted to swearing. This state of affairs, with only one day's fair weather, made the passage of nine days particularly disagreeable to the steerage passengers ; and, with many others, I felt truly thankful on getting ashore at Liverpool and having at last a relishable meal. The most of people are unable—for the first two or three days, at least—to take much food while at sea ; and I think it is false economy and anything but creditable on the part of those steamship companies that prefer to give an abundance of a very inferior class of meat rather than a more limited supply of that which is wholesome and well-cooked. Very little worthy of mention occurred during the voyage. On 4th July—Independence Day in the States—each of the steerage passengers got a small jugful of rum punch to make merry over that memorable event. A short address was given at the divine service held in the cabin saloon on Sunday, 6th July, by one of the cabin passengers—a Liverpool minister, in the course of

which the captain, officers, and crew, were praised for the attentive way they had kept to their respective posts throughout the dull, wet weather that had prevailed, and for the courtesy they had shown to them. A silver collection was taken at the close of the service on behalf of an institution in Liverpool having 600 widows and orphans of sailors under its care. We had a passing glance at a shark ; and a great number of sea-gulls amused us very much while they fought wildly for the waste meat which those passengers who left the steamer at Queenstown threw overboard. I passed a day and a-half in Liverpool seeing its unrivalled docks and a few of its principal places of interest. In the Alexandra Theatre, I was exceedingly well pleased with the acting of Mr. J. K. Emmett and his company in an excellent piece named "Fritz." By this time, I had had enough of the sea, and preferred completing my journey by rail. Accordingly, I went to the Inman Line Office, and, on payment of 4s., received a railway ticket in exchange for the ticket in my possession, which would have taken me to Glasgow by steamer without extra charge. I got to Paisley in this speedier way—after fully nine weeks' absence—greatly improved in health ; very thankful to have had such pleasant intercourse with relatives whom I had not beheld for years ; much pleased at having seen and learned so much of Britain's great and thriving colony, in the affairs of which I felt that I would henceforth take a deeper interest ; and with the somewhat gratifying reflection that I had spent no more money during my trip than I had calculated upon.

THE END.